

Luxembourg, 20<sup>th</sup> September 2023

## Environmental and Social Data Sheet

### Overview

Project Name:	NEW MOBILITY CHARGING NETWORK SPAIN AND PORTUGAL
Project Number:	2022-0633
Country:	Spain and Portugal
Project Description:	The Project concerns the deployment of electric vehicles charging stations across a service station network in Spain and Portugal. The infrastructure will consist mostly of ultra fast charging stations.
EIA required:	no
Project included in Carbon Footprint Exercise <sup>1</sup> :	yes

(details for projects included are provided in section: “EIB Carbon Footprint Exercise”)

### Environmental and Social Assessment

#### Environmental Assessment

The project concerns the roll out of a network of Electrical Vehicle Charging (EVC) stations. The project comprises the installation of the charging equipment and transformers, as well as the associated civil works and the connections to the grid.

EVC stations are not listed in the Annexes I and II of the EIA Directive (Directive 2014/52/EU amending the Directive 2011/92/EU on the assessment of the effects of certain public and private projects on environment). Therefore, in general, the installation of an EVC station is not expected to be subject to a screening decision from the Competent Authority. However, in case a specific EVC station installation requires major construction works or is located in an environmentally sensitive area, this installation may be subject to screening. In such cases, the Bank requires to be informed of the screening decisions issued by the competent authorities. The Competent Authority for environmental matters in Portugal is the Portuguese Environmental Agency (Agencia Portuguesa do Ambiente). In Spain each region has its own Competent Authority.

The project has been assessed by the Bank’s services for Paris alignment in accordance with the policies set out in the Climate Bank Roadmap. The project meets the Substantial Contribution criteria under the EU Taxonomy and therefore, it is considered to be aligned with the low carbon goal. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned with the resilience goal.

#### EIB Carbon Footprint Exercise

It is estimated that the Project will generate 37kt of CO<sub>2</sub> emission (absolute) per year, on average over the project assessment period. This is an estimation based on the initial expected consumption figures as reported by the Promoter, and it takes into account the electricity consumption using the grid factor of the respective countries, Spain and Portugal in this case.

<sup>1</sup> Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.



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The Promoter will purchase renewable electricity. If this renewable electricity is accounted as zero emissions, there will be no upstream absolute CO<sub>2</sub> emissions.

Moreover, the project is expected to result in indirect CO<sub>2</sub> equivalent (CO<sub>2e</sub>) emission savings of approximately 104kt CO<sub>2e</sub> per year, on average, over the project assessment period. The emission savings result from the replacement of conventional cars operating on fossil fuels with electric cars powered by less carbon intensive electricity.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

### **EIB Paris Alignment for Counterparties (PATH) Framework**

The counterparty CEPSA is in scope and screened in the EIB PATH framework as it is active in a high-emitting sector and operates in a context of high vulnerability.

The counterparty is active in activities that are considered incompatible with the Paris Agreement in the PATH framework. The project meets the conditions set out in paragraph 4.28 of version 1.1. of the PATH framework, introduced in support of the REPowerEU plan, and is therefore deemed to meet the PATH framework requirements.

The counterparty already meets the requirements of the EIB PATH framework with its existing alignment plan(s).

### **Other Environmental and Social Aspects**

The Promoter has in place an integrated health, safety, environmental and quality (HSEQ) management system including requirements for the management of the Environment (ISO 50001 and 14001), Quality (ISO 9001) and Health & Safety (ISO 45001).

## **Conclusions and Recommendations**

Given the above, the following environmental undertakings are to be applied.

#### **Conditions:**

- None.

#### **Undertakings:**

- For those project components that may be subject to screening by the Competent Authorities under the EIA Directive, the Promoter undertakes not to commit any EIB funds until such screening decision is provided to the Bank.

In case the above conditions and undertakings are met, the project is acceptable for EIB financing in environmental and social terms.